

## PART 7 Visions and strategies for Temora Shire

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### 7.1 Introduction

In July 2003 the Shire Council released a Discussion Paper on planning in the Shire, and invited community response. Meetings were held; submissions were received. A SWOT (Strengths, Weaknesses, Opportunities, Threats) analysis was conducted amongst Councillors. The *Temora Independent* ran articles and invited comment. Out of this process came an outline of a 'vision' for the future of Temora - incorporating characteristics which the community saw as being essential to the protection and enhancement of the social and physical environment of Shire and the advancement of its economy.

The response to the 2003 Discussion paper followed two earlier initiatives which engaged local people in debate about the future of their Shire. In 1996 the Council worked with the NSW Department of State and Regional Development on a community consultation which developed a plan for future directions of the town. In 2002, the Main Street / Small Towns Strategy followed a similar path. These earlier planning efforts (for the town in particular) were broadly based, and many of their findings go beyond the limited parameters of this present local study.

However, between all three projects there is much common ground and the threads of a consistently held view about the future of Temora are clearly discernible. For the current study, the emphasis on *infrastructure* and on *physical design and image* which is apparent in the 2002 study in particular is an invitation for a response in the new local plan.

*Infrastructure* is broadly defined to cover (inter alia) improved, expanded health care facilities; efficient freight-handling options (road/rail); improved accommodation facilities; further enhancement of and support for extending the operations and facilities of the airport and aviation museum; and possible augmentation of public utility services such as water and energy. All of these matters need to be addressed in the new plan where appropriate.

*Physical design and image* can be defined as incorporating those environmental qualities which help to create an appealing sense of place: good architecture, attractive landscaping, a town by-pass, traffic-free areas where people can congregate in comfort and safety, and the things which distinguish Temora from other towns and shires.

### 7.2 Planning for growth

The views of community members were canvassed in 2002 as part of the Main Street-Small Towns Strategy. A SWOT analysis of Councillors was also conducted in 2003. From these two earlier exercises, findings of direct relevance to the current plan review are summarised below.

\* Temora's location on the intersection of the Burley Griffin Way and the Olympic Way - Goldfields Way places the town on the quickest road routes linking Brisbane and Melbourne (north-south) and Sydney/Canberra and Adelaide (east-west). Development of a modern inter-modal transport interchange in Temora - already a matter of some interest to government - would seem to be an obvious objective for the future, given the planned completion of the Albury by-pass.

\* In the absence of a major river, the potential for Lake Centenary and other water bodies to contribute increasingly to the overall amenity and attraction of the town and Shire must be exploited.

\* A site should be identified for a future cultural centre / community theatre / gallery in readiness for the time when demand makes such a facility feasible.

\* Economic development opportunities are evident in transport and storage; value - adding to existing businesses; processing; further gold mining; new retail and wholesale businesses; expansion of aviation-based recreation, industries and services; 'niche' agricultural and food products; expansion of trading hours in certain sectors; tourism.



\* Planning priorities include the provision of land for residential expansion, rural-residential and industrial development, along with the renewal of older housing areas; the determination of a suitable alignment for heavy north-south freight traffic (and in the longer term, a town by-pass); and provision of resources and infrastructure for expansion of the airport and aviation museum. This latter is seen as a 'pivotal' goal, an exemplary move towards expansion in the non-agriculturally based business and industry sectors which include transport, storage and distribution; manufacturing; and accommodation - tourism. All these will create demands for land and utilities, access corridors, buffer zones, and environmentally sensitive waste management.

\* In Aria Park there is scope for transport, storage and industrial use of railway land; for tourism (as a pleasant small town stop-over point); and for rural-residential development close to the village. Aria Park is also seen as a possible future 'dormitory' village for Temora workers.

### 7.3 Temora and the national road network

For the town, a factor of fundamental strategic planning importance is its location at the intersection of the Burley Griffin Way and Olympic Way/Goldfields Way - routes which form part of the interstate road - freight transport network linking Brisbane and Melbourne (north/south), and Sydney - Canberra - Adelaide.

The attractions of this strategic location will be significantly enhanced when the Albury by-pass is commissioned. That event will reduce inter-city travel times and will attract more freight activity to the route through Temora. For the Shire's economy as a whole, this will probably bring benefits: but for the town centre it will mean a further worsening of environmental conditions as yet more heavy trucks are forced to penetrate into the very heart of town.

In January 2005 the Council received a preliminary engineering study identifying a number of alternative routes for the heavy north-south freight traffic load. The importance and significance of such a route for the social, economic and environmental future of the town cannot be under-estimated. As a strategic priority it must come close to the top of the list because of its implications for so many other local land use and development issues.

In 2002, consultants to the NSW Department of State and Regional Development undertook a regional freight demand study. This project created a data base utilising information from organisations and businesses which generate demands for freight-handling services in the Temora area and in the wider south-west sector of the State. Such information may provide additional justification for the construction of a major town by-pass in the medium to longer term. Associated with this project is the opportunity to examine the concept of an inter-modal freight handling terminal in Temora.

### 7.4 Vision statement (Ref Figure 8)

The *vision* for the Temora of the future can be seen to embrace and depend upon the following possible policy themes - which in turn will provide the rationale underlying the new local plan.

- Temora town and the smaller township of Aria Park should retain their 'country town' character whilst achieving quality in the built environment and in the design and landscaping of the public domain.
- \* The Shire's rich agricultural lands and its other natural resources should be protected from adverse environmental impacts associated with urban growth and development. At the same time, the plan should provide for limited large-lot residential and small holding development in areas which can be identified as suitable, having regard to the need to protect prime farming land, native ecosystems, and forest resources; and to avoid unwarranted demands on infrastructure (eg water). In this context, 'protection' also implies ensuring that opportunities for legitimate commercial pursuits are not lost.



#### Ariah Park

Promote and develop the town as an attractive residential alternative to Temora; continue the upgrade of main street and heritage sites; encourage the creation of local jobs and commercial investment; identify and develop area in northern part of town for rural service, small holding and light industrial; develop area on west for limited release of land for large lot residential; continue to implement the town's adopted strategic objectives for infrastructure, physical design and image; emphasise the heritage of Ariah Park and its location on the Burley Griffin Way; retain current village zoning.

#### Reefton

Future uncertain; handful of permanent residents insufficient to justify major investment in public improvement, but positive attributes such as mains water, highway location, power, good building land and convenience to Temora town may offer scope for some improvement action in the longer term.

#### The rural sector

Protect Temora's stock of prime crop and pasture land whilst providing for new agricultural enterprises and small-scale producers in selected locations and subject to strict environmental standards; encourage investment in agri-tourism; protect roadside vegetation and forests.

#### Lake Centenary

Continue to improve and extend the landscaping and other amenities of the Shire's principal recreational waterway

#### Social and community development

Create conditions conducive to the ongoing development and strengthening of the Shire's social, cultural and community infrastructure and services, consistent with the 2004-5 Social Plan.

#### Education and Research

Support further growth of Riverina Institute of TAFE and High School in Temora; strengthen existing ties with Charles Sturt University, Temora High School and Agricultural Research Station.

#### Temora town

See separate Town Strategy map

#### Springdale

Continue with implementation of 2002 small town's strategy; upgrade signage, lighting, sports oval, paving, playground, other facilities; maintain and strengthen existing community

#### Environmentally sensitive areas, habitats.

Work with landowners, Landcare groups, state agencies to conserve, restore and protect sensitive habitats, threatened species, remnant vegetation communities.

#### Intensive agriculture

Support intensive agricultural enterprises subject to proper environmental assessment and management.

#### Heritage

Protect and enhance the Shire's inheritance and Aboriginal and post-colonial heritage including industrial archaeology, transport, and rural items and collections; encourage cultural tourism throughout the shire.

#### Sustainable development

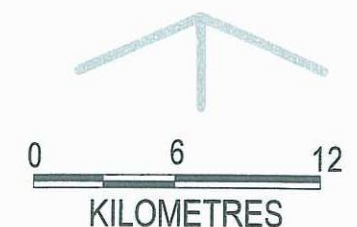
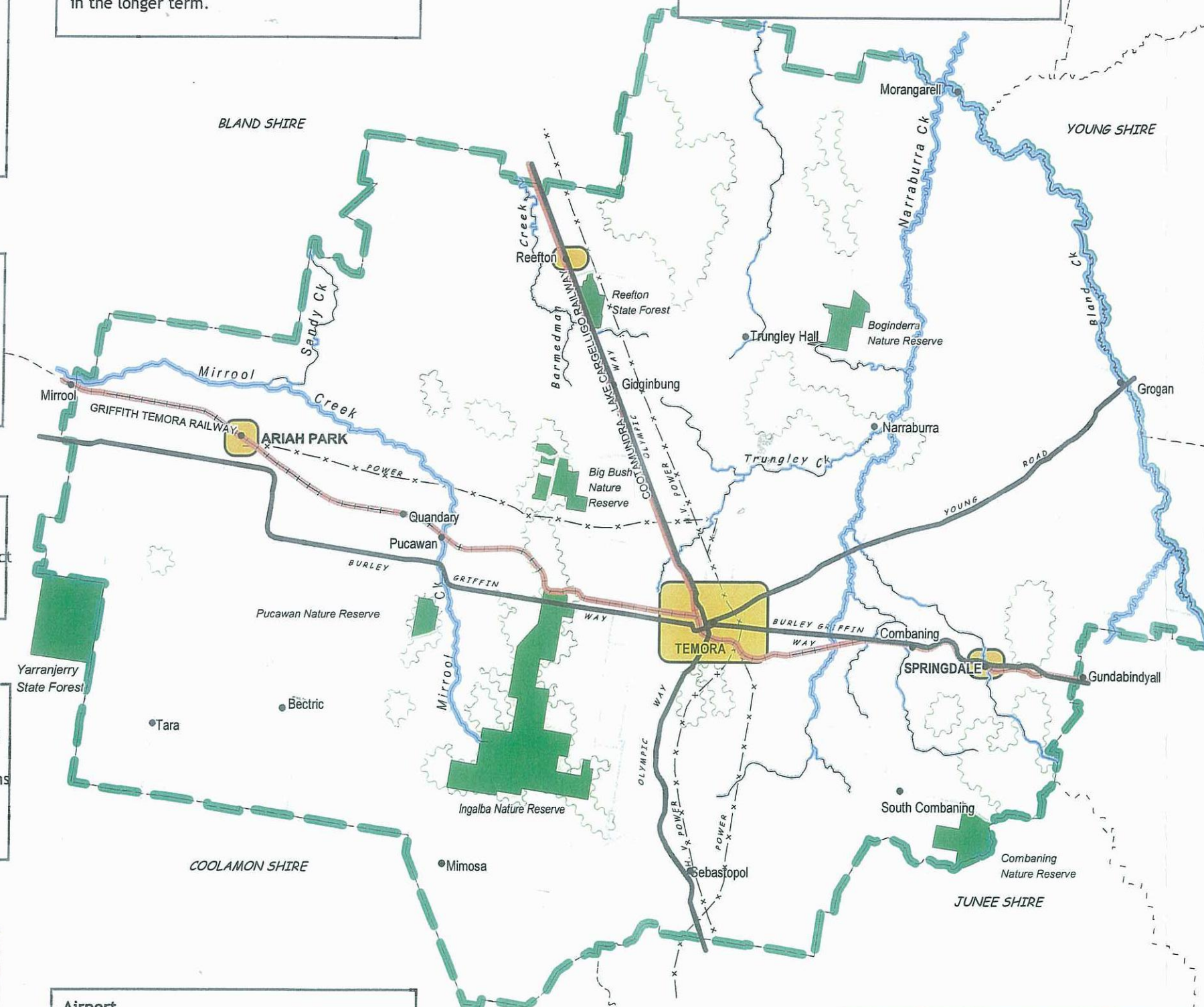
Promote sustainable practices in the use of water, energy and natural resources.

#### Airport

As a major national focus for recreational aviation, the airport's further growth and development will be assisted through the provision of appropriate support and infrastructure over time; airport's role as an (emergency) alternative to Wagga Wagga to be examined.

#### Heavy traffic in Temora town

Identify and implement a preferred alternative route for heavy traffic transiting through Temora town centre; in the longer term, consideration to be given to the feasibility of creating a major town by-pass.



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Fig. 8: Generalised planning strategy - Temora Shire

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- Development on the approaches to Temora town and Ariaiah Park should be given special attention to ensure that it enhances visual appeal and signals a clear transition between town and country.
- Development projects are designed, constructed and maintained in accordance with the principles of ecologically sustainable development.
- Local Indigenous heritage and cultural associations are respected in the spirit of reconciliation; and efforts are made to create a more balanced mix of cultural, sporting, and artistic facilities and opportunities than currently exists.
- European heritage - including traditional crafts, skills and trades - is recognised and protected as a valuable cultural and economic resource, and one that is vital to the aim of boosting the Shire's attraction as a tourist destination.
- A more diversified local economic base is achieved through land-use policies designed to encourage greater variety in agricultural crop production, service industry, and the tertiary and post-tertiary sectors generally including agricultural research, education and cultural development, and recreational aviation.
- Temora Airport is planned and managed in accordance with a comprehensive master plan and plan of management which provides for future growth and expansion in a way which fully complies with high environmental standards and all relevant operational standards and requirements. The mix of residential, aviation, museum and commercial uses will be maintained and augmented in step with demand.
- The central sectors of Temora's main street are progressively relieved of heavy through traffic and converted into pedestrian-friendly zones furnished with heritage facades, well-designed lighting, paving, planting, shade structures, signage and street furniture.
- The release of new areas for residential and industrial development is balanced by encouraging the renewal and upgrade of the older areas in town where there is a considerable stock of vacant, derelict or disused allotments enjoying proximity to existing services and infrastructure, and where an increase in the number of dwellings per hectare can be justified.
- The environs, facilities and setting of Lake Centenary are progressively improved and augmented in step with demand - such effort to include the eventual creation of a continuous walking trail and cycle path around the Lake.

## 7.5 Strategic directions (Figure 8)

In moving from vision to plan, Temora Shire will incorporate the new mandatory statutory elements in its revised LEP. The plan will be complemented by strategic elements based on Government policy requirements and the aspirations of the Shire community as revealed through consultation to date.

The strategy seeks to articulate a framework for moving ahead from the current developmental and environmental situation in the Shire to a longer term scenario which has been shaped by both government and community expectations.

The strategy embraces the following elements:

- a vision (see above) and supporting principles for sustainable development within the Shire, the town and villages;
- objectives for development in urban areas and the rural hinterland during the next 10-15 year period; including the progressive implementation of the recently completed Ariaiah Park Tourism Strategy;
- specific actions relating to residential and other development which will be keyed, where appropriate, to relevant statutory components of the new local plan;



- recognition of the importance of complying with relevant State policies, plans, directions and other requirements;
- A robust basis for amending the current LEP in line with contemporary needs.

Overall, the strategy for Temora Shire has been shaped to promote and encourage sustainable development practices across every sector of the Shire's economy, and to stimulate civic, community and business opportunities which will enhance and protect the Shire's special features and characteristics.

At the regional level, a number of recent planning exercises have produced recommendations and action proposals which have implications for Temora. These include a tourism strategy, and the 'Action Plans' for the Murrumbidgee and Lachlan river catchments. At the time of writing there is no regional environmental plan or comparable document which brings together all current policies and programs for the Eastern Riverina. Hence planning for Temora Shire must necessarily be somewhat speculative when it comes to dealing with issues of regional rather than local significance.

## 7.6 Key planning principles

Three principles are paramount. For Temora, they have been derived from the community consultations over the past year and from government policies and directives. They also reflect the growing worldwide importance being placed on the concept of ecologically sustainable development (ESD) - seen as a mandatory responsibility within the public planning sector.

Environmental and resource management Temora's natural resources include water, soils, minerals, land, native vegetation, scenery, forests, landscape, and biological communities. All these are valued resources; several are at risk from natural forces or poor human management in the past. In the future they will all require diligent and responsible management to ensure their survival in ways which will not disadvantage future generations. Cultural heritage (both Aboriginal and other) is another resource whose value is not yet fully appreciated and whose survival demands constant vigilance in the face of destructive and insensitive development pressures.

Community development The provision of suitable housing for the needs of a rapidly changing residential community is a fundamental planning obligation, with the needs of the elderly and disadvantaged being key priorities. Social health, informal security and support networks have always been admirable attributes in country towns: these must be retained and strengthened. Along with the provision of suitable housing must come the social and cultural infrastructure which goes with a mature and responsible civic administration.

Economic growth Sustainable economic growth is by definition self-perpetuating. Planning should be seeking to marshal the land and other economic resources needed to provide jobs and commercial opportunities without risking adverse consequences for future generations. More specifically, this implies that a philosophy which says that "all development is good development" must be replaced by one which says that good development is that which benefits the present without leaving costs for the future.

## 7.7 Strategic objectives - generally (Figure 8)

As discussed elsewhere in this Study, the Shire community has presented Council with a number of priority preferences for future development. After taking these into account, and placing them alongside other relevant Council and agency requirements, the following strategic objectives for Temora can be articulated (Figure 7 - Temora Town).

Housing: Encourage the more efficient utilisation of the existing housing and residential land stock in Temora town whilst making limited provision for the release of new development areas in the north and east and subject to compliance with adopted standards for subdivision and building design based on ESD principles.



1. Long term objective is to achieve an external by-pass road which will cater for heavy long-distance vehicles and other through traffic. This objective is based on recognition of Temora's strategic location at the intersection of two major State highways. In the short term an alternative to the Hoskins Street route for such traffic within the existing urban area is required and a preliminary feasibility study of one such route has been undertaken. This route is based in part on using land within the existing north-south railway corridor.

2. Temora Airport and Aviation Museum are 'flagship' elements in the local economy. They will be developed in line with the adopted plan of management to provide a focus for recreational aviation, aviation-based tourism, and associated residential and commercial uses. The strategic objective is to ensure the ongoing adequacy of land and infrastructure to satisfy planned needs.

3. First stage urban residential growth will take place in area bounded by Bundawarrah, Chifley and Kitchener Roads adjoining existing housing development. A further stage will be in the area bounded by the Young Road, Melaleuca Street, and housing immediately east of Gallipoli Street.

4. Two areas have been identified for investigation as to their suitability for long-term urban growth in Temora. The major growth corridor will be to the northeast.

5. General industrial / warehousing / large-scale service operations are to be accommodated in the expanded eastern industrial sector serviced by the Young and Cootamundra Roads. Development will be staged.

6. Town centre: primary retail/commerce/tourism uses in area bounded by Polaris and Victoria Streets; support retail and service functions between Victoria and Britannia; lateral (east-west) spread to be constrained; fringe mixed use zone adjoining core; maintain heritage character in Hoskins Street and nearby locations; continue Hoskins Street upgrade; identify one precinct as pedestrian priority for special urban design treatment and traffic calming; advent of alternative route for through traffic will create an unprecedented opportunity for environmental upgrade of Hoskins Street.

7. Civic / arts / cultural precinct to be developed in heritage area east of Hoskins Street along DeBoos and bounded by Loftus and Victoria Streets.

10. Sector between railway and highway, extending north to Airport, to be allocated to smaller agri-businesses and local service enterprises; dwelling entitlement will be available.

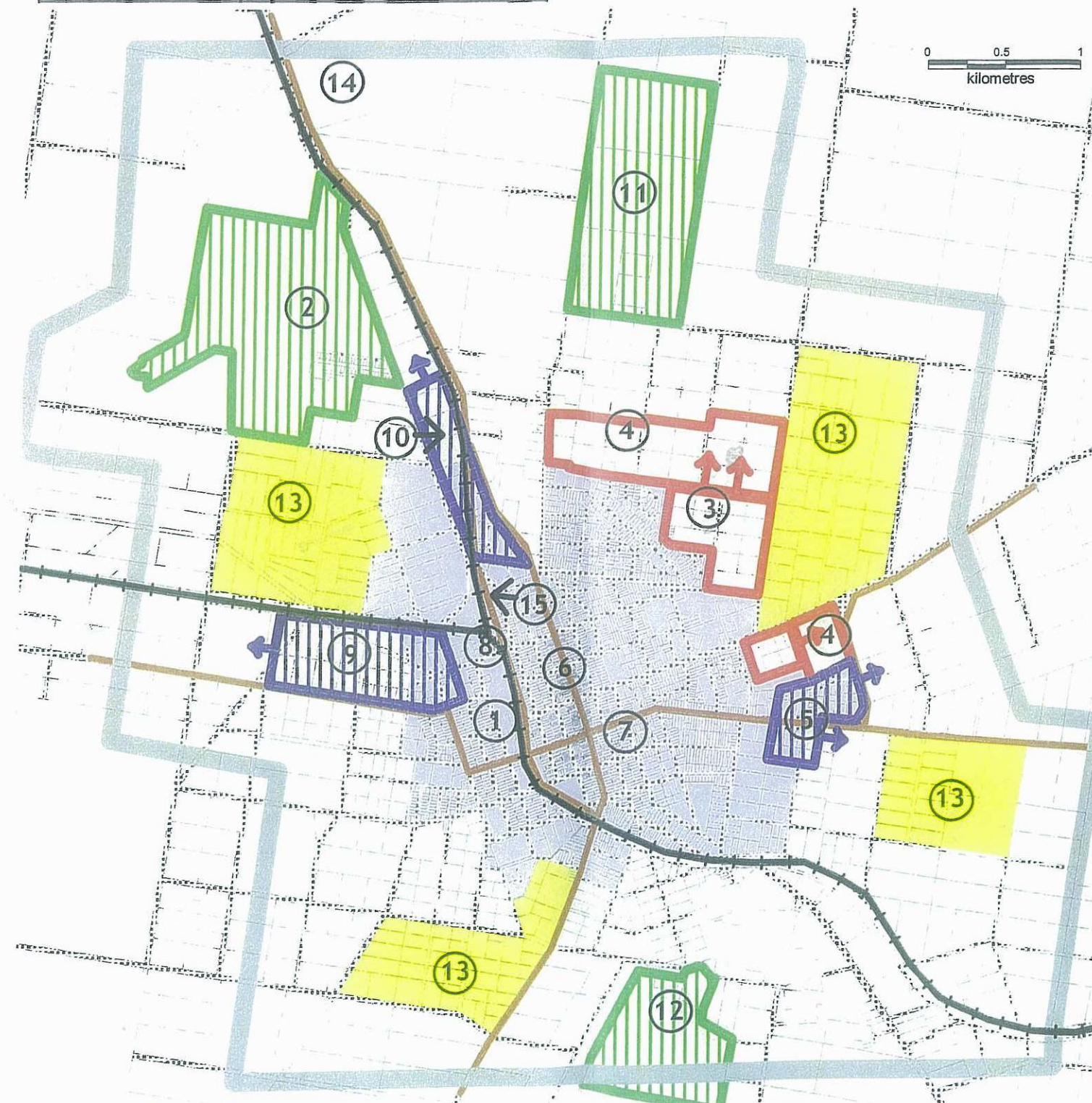
11. Area reserved for sewage treatment plant and waste management; extensive buffer lands to remain in agricultural use.

12. Golf course to remain on existing site; adjoining area to the west may be suited to golf-course residential in the longer term, subject to detailed feasibility study and availability of water.

13. Existing 'rural residential' 1(c) zones to be retained for large-lot residential development; no new zones proposed, but minimum lot size to be reduced from 2ha to 1 ha in certain areas.

14. Lake Centenary to be further improved and promoted as a centre for regional aquatic recreation.

15. Notional alternative route for heavy traffic in town centre for further study and feasibility testing (see also Note 1.)



8. Encourage redevelopment / rehabilitation / mixed uses in older area close to town centre on west, southwest; increase in density to be achieved by reducing the minimum lot size; improve housing choice by encouraging units, town houses on smaller lots; remove impediments to battle-axe subdivisions; ensure protection of heritage items.

9. Existing major agri-business zone to be expanded westward in stages to accommodate additional grain handling facilities and related functions, with possible future spur rail connection; gradual development of 'business park' serving regional agricultural sector.

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Fig. 9: Temora town - urban strategy

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Alternative route for heavy north-south freight traffic in Temora town: A top priority is to identify a preferred alternative route for heavy through traffic. This strategic objective has important implications for other elements of the urban strategy including the future environmental character of the town centre and main street, and the possible development of an inter-modal freight terminal in Temora. In the longer term, a major town by-pass may also determine the ultimate geographical limit to urban growth in the particular sector of the town in which it is located.

Airport: Temora Airport has a growing reputation as a major national focus for recreational aviation. In strategic planning terms its further growth and development will bring cumulative benefits to the local economy and enhance Temora's role within the aviation community. For Council the strategic goal must be to continue the engagement with appropriate airport development and to assist in the provision of appropriate support and infrastructure over time. Such support and infrastructure will be covered by the relevant master plans, plans of management and environmental studies as may be necessary from time to time. At the regional level there may well be a future role for Temora Airport as an emergency alternative to Wagga Wagga.

The current master plan for the airport is supported by Council's Development Control Plan 6 (2000). Overall, Council's policy for the airport campus is to encourage a mixture of compatible land uses and activities consistent with the objectives of these key documents. On the basis of success to date, Council is confident that the current policy framework will provide the flexibility needed to cope with future uncertainties in recreational aviation and its related activities. Accordingly there is no intention to introduce statutory sub zones (e.g. residential, industrial or commercial) into the overall SP2 Infrastructure Zone which is currently proposed.

Industry As with housing, there is scope for the more efficient utilisation of existing land resources as a corollary to further lateral expansion into greenfield sites. A new industrial estate has been proposed for early release on the east of town. A secondary industrial area has been identified immediately to the east of Greyhound and Nixon Parks. For service industry and establishments requiring proximity to main road, rail or airport an area extending south from the airport entrance, (between the Barmedman Road and Airport Road) has been identified.

Council has examined the area on the western side of the town bounded by the railway on the north, Briar Street on the west, Mirrool Road on the south, and Polaris Street on the east. This extensive area currently accommodates several small parcels of arable land; major storages of grain, fertilisers and associated facilities; heavy vehicle storage and maintenance; and land within the rail corridor.

This area (all of which is in single ownership) is considered to have significant potential for accommodating future growth of the existing grain handling business, both in the short and long term. Its immediate proximity to the railway offers scope for the introduction of a spur line facility to serve future users involved in the handling of bulk products, fertilisers and the like. The area does not adjoin any existing or proposed residential zones and its development over the longer term is unlikely to generate any adverse impacts on local amenity. It can be readily serviced with water and power; and could be landscaped as development occurs.

The total area affected by this proposal on the west is approximately 65ha. Whilst this may seem an overly generous provision for infrastructure-related industry, Council seeks to ensure that the new LEP makes adequate provision for those large-scale enterprises which require access to the railway together with extensive land areas for vehicle storage and manoeuvring, storage of bulk supplies and products, large maintenance and workshop structures, and necessary landscaping. A further reason for designating this area for infrastructure-related industry is that it will enable a major operator to confidently undertake staged development over a long term period without having to seek further zoning changes.

Further broad-acre industrial land releases should not be undertaken until a preferred location for an alternative north-south heavy traffic route has been identified.

Education and research Strong support for the Riverina Institute of TAFE in Temora must be maintained, including encouragement for the development of new courses; links into the educational needs of the aviation, health, and hospitality sectors; and developing ties with Charles Sturt University. Temora High School occupies a handsome central site and shares facilities with TAFE and the wider



community. Strategically its continued presence and growth are vital to the town and must be maintained. The same applies to the Agricultural Research Station. As previously noted, a site for an additional primary school will eventually be needed to serve the residential growth area on the north. Precise identification of this site (in consultation with the Department of Education) can await the preparation of a future master plan for that particular neighbourhood.

Social and community development In so far as the local planning process will allow, a key strategic objective is to create conditions conducive to the on-going development and strengthening of Temora's social and community infrastructure and services, consistent with the 2004-5 Social Plan.

Main street The strategic objective here is to achieve the highest possible standard of urban design in the core street blocks such that Temora's town centre reaches its full potential as a meeting place, community heart, cultural focus and tourist attraction.

Town centre fringe A new "mixed-use fringe" land use zone is proposed between the town centre and the railway lands on the west. This zone is intended to accommodate residential redevelopment for townhouses and group housing (eg for retirees and the elderly, close to town centre facilities) as well as secondary retail, home businesses, and light service establishments which are environmentally benign.

The rural sector The key strategic objective here is to protect Temora's stock of prime crop and pasture land whilst providing for new agricultural enterprises and a limited amount of land designated as being suitable for small-scale production in appropriate locations and subject to strict development control criteria. The Shire will maintain its support for intensive agricultural enterprises (e.g. piggeries) provided that they comply fully with current environmental performance standards and requirements. The Shire will also encourage the establishment of new forestry enterprises - possibly as part of farming diversification programs.

Heritage Temora's new heritage study and thematic history report provide the springboard for a number of strategic initiatives related to the overall urban environment as well as to particular sectors (Aboriginal, industrial archaeology, transport) and to cultural tourism.

#### Sustainable development

The new plan will promote sustainable practices in the use of water, energy and natural resources generally. Compliance with BASIX (the new building sustainability index) is already mandatory throughout New South Wales; Temora's new LEP may go further by the inclusion (for example) of clauses relating to passive solar design in all future residential subdivisions, sustainable landscape design, and responsible stormwater management. [See s.8.4.23]

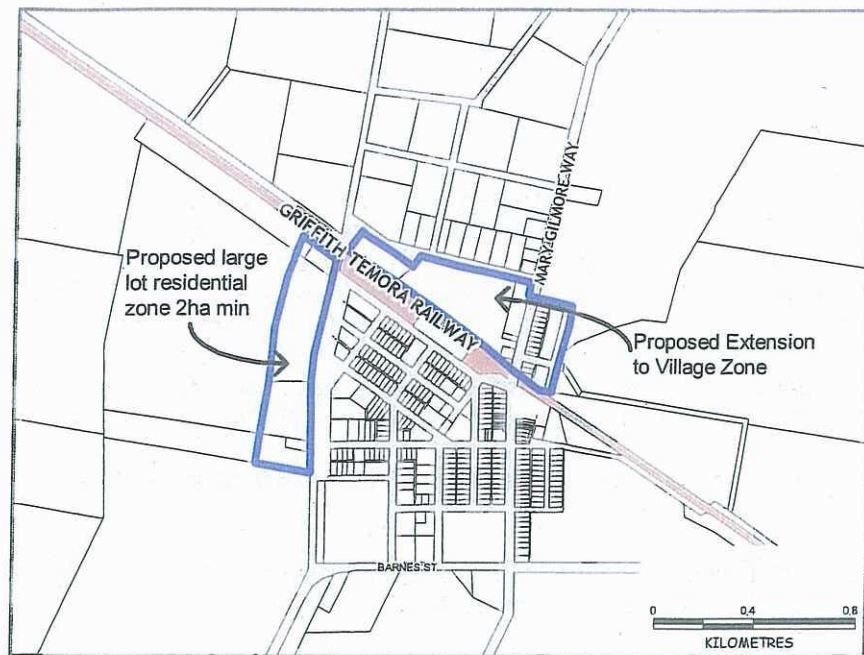
#### Intensive agriculture

The new plan will support the development of intensive agricultural enterprises as far as is permissible with Council consent, subject only to proper environmental assessment and management.

#### Urban design

Good urban design will be encouraged by way of a development control plan and design standards relating to signage, infill developments, items in the vicinity of heritage sites, main street character, colour schemes, and street furniture generally.

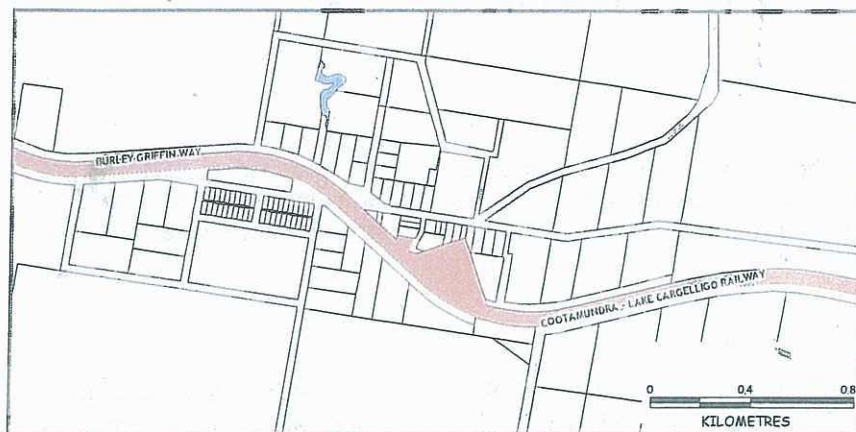




ARIAH PARK

#### ARIAH PARK

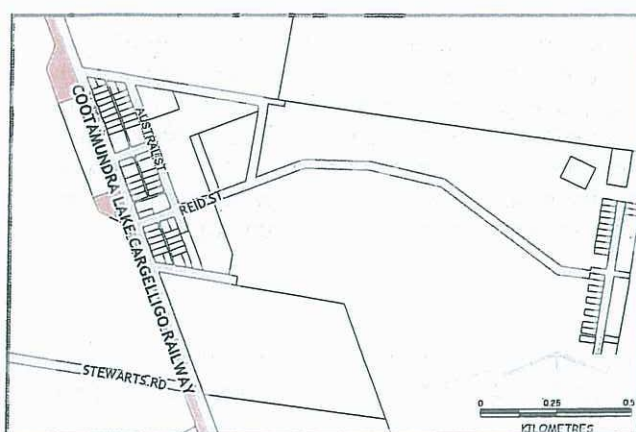
- \* Maintain and improve existing community facilities
- \* Improve tourist facilities and attractions - including caravan park
- \* Improve street lighting and signage
- \* Waste recycling unit
- \* Access ramps to shops in main street
- \* Parkland improvements
- \* Verandah restoration - a part of continuing main street upgrade
- \* Provide for limited large lot residential on western side of town
- \* Retain existing village zoning but augmented to the north to incorporate existing and future mixed uses



SPRINGDALE

#### SPRINGDALE VILLAGE

Small community (80 persons) at the eastern gateway to the Shire, on the Burley Griffin Way; community is proud of its hall, picnic ground; public shelter and toilets are valued highway amenities; principal strategic objective is to maintain and support the existing community and encourage further take-up of existing rural allotments for residential and hobby farming purposes; current village zone to be retained.



REEFTON

#### HAMLET OF REEFTON

Currently not a viable community due to population decline; remnant subdivision pattern not suited to contemporary needs; future uncertain; assets include water, road and rail location, proximity to Temora Town; current rural zoning to be retained.



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Fig. 10: Arian Park, Springdale and Reefton - strategic objectives

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## 7.8 Aria Park (Figure 10)

Aria Park will continue to develop as an attractive residential alternative to Temora. The release of land for large-lot residential use on its western outskirts will support this objective, as will the continuing upgrade of its main street and heritage sites. The plan will offer encouragement for the creation of local jobs and commercial investment. The block bounded by Rees Street, Mary Gilmore Way, Mandamah Street and the Cemetery Road has been identified as suited for small scale rural service use whilst the triangular site between Mandamah and the railway (Council-owned) is suited to local light industry. To the west, bounded by Davidson Street, provision is made for Large Lot residential 2ha allotments extending north from the Barnes Street intersection to the Ardlethan Road.

The 2002 small town's strategy study identified the following themes and proposals for Aria Park, all of which remain current and valid.

Infrastructure: Improve tourist facilities, caravan amenities; improve street lighting in the village; provide access ramps in front of shops; provide a waste re-cycling facility.

Physical design and image: Undertake regular improvements to parklands; encourage and assist the restoration of verandah shops in the village centre; signage, notice boards and general community information facilities to be designed so as to emphasise the heritage of Aria Park and its location on the Burley Griffin Way.

## 7.9 Springdale (Figure 10)

From the 2002 small town's strategy, the following themes and proposals emerged: street names, signs and lighting to be up-graded; restore/ repair the existing village hall or provide completely new facility; rebuild the playground area; install paved footpath on the main road within the village area; promote the sports oval as a sporting venue.

## 7.10 Reefton (Figure 10)

Reefton stands today as a sad reminder of its past as a busy mining village, with only a handful of permanent residents and a scatter of inadequately maintained dwellings and out-buildings. Reefton would appear to be past the point of rescue as a viable village. It nevertheless has positive attributes, including mains water, highway location, power, good building land, and convenience to Temora town.

Whether Reefton's fortunes can be reversed will depend on the extent to which its residents are prepared to work with the Council in developing a long term strategy for its future. Consistent with Council's general intention to retain Reefton as a village, one possible option here is for Council to gradually acquire residential properties as they become available, thereby creating a land bank which could eventually be re-subdivided. Redevelopment could then be undertaken according to an agreed strategy. The alternative would appear to be further inevitable environmental decline and social collapse, with imagery unsuited to its gateway position on the northern approach to Temora town.

## 7.11 Overall Shire planning strategy

Accompanying this LES is a broad-brush plan of the Shire which incorporates, in simple diagrammatic form, the key structural and strategic planning elements and policies which are seen as guiding development in the Shire over the next 10-20 years.

The time period is notional, given the impossibility of predicting with any accuracy the dimensions of future economic or demographic growth in the Shire. In this respect, the absence of a regional plan is a matter of continuing concern in so far as it might provide more specific indicators of the Shire's future role within the Eastern Riverina Region, and of its relationship with neighbouring local government areas (for example).



## 7.12 Supporting development control plans

It is the Council's intention to produce one or more new Development Control Plans (DCPs) to augment the new LEP after its gazettal. This work would be undertaken to ensure consistency with the newly introduced planning reforms in NSW. The existing DCPs applying in Temora will be reviewed and where appropriate replaced by new plans prepared having regard to a key provision of the new arrangements, this being the requirement that only one DCP can apply to a particular site.

## 7.13 Public Utilities and Infrastructure

### 7.13.1 Generally

Table 2.3.1 (Temora Shire - public utilities, infrastructure, roads 2005) shows that all the urban areas in the Shire are adequately served with electricity, telephone, gas and water. Temora town has a modern sewage treatment plant; the other centres are reliant on septic disposal. Overall, this situation is unlikely to change in the foreseeable future, with the existing service capacity in Temora and Aria Park being adequate to cater for the growth envisaged in this strategic statement.

### 7.13.2 Areas proposed for new development under the revised LEP

The following table 7.1 should be read in conjunction with Figure 10. It summarises the Council's approach to the provision of water supplies and sewage disposal in each urban area in Temora town which is subject to a change of zoning or development potential in the new LEP. No areas will rely solely on rainwater tanks, although the Council will be encouraging their use nonetheless.

In the case of Aria Park (Site No 8, LES Appendix E) an area of 20ha on the western edge of town is proposed for a change to R5 large Lot Residential, with a minimum lot size of 2ha. This will amply accommodate private on-site sewage disposal systems, with mains water already available along Davidson Street. An area to the north of the railway will be incorporated into the Village Zone and will be serviced in the same way as is the remainder of the town. There are no changes proposed to Springdale or Reefton.

(NOTE: The Council will consult as necessary with the Department of Water and Energy regarding compliance with Departmental standards for on-site sewage treatment plant.)

Table 7.1 Temora town; Aria Park Water and Sewage - new LEP Zones (See Figure 11 for locations referred to in left-hand column)

Site	Proposed Zoning	Area (ha)	Comments
1	R1	7	Can be fully serviced (reticulated water/sewer)
2	IN1	36.5	Water OK; can be sewer
3	SP1	26.4	Water OK; proposed on site disposal of sewage
4	SP1	68.7	On site water storage; on site sewage disposal
5	B6	74.86	Mains water; southern sector on sewer; northern sector on site sewage disposal
6	R1	32	Can be fully serviced (retic. water - sewer)
7	IN1	12.9	Can be fully serviced
8	R5	20	Aria Park: water OK; on site sewage disposal

#### NOTES:

1. The capacity of the existing Sewage Treatment Plant in Temora town is twice the current demand, with a design population of 10,000 persons
2. In areas not capable of being sewer, on-site aerated waste water treatment plants access to reticulated water will be mandatory.